

# The Hong Kong Daily Press.

No. 4906

六百三十号

廿七日

年未辛酉同

HONGKONG, FRIDAY, 27TH AUGUST, 1871.

五

午五时八分

PRICE \$24 PER MONTH.

## Arrivals.

Aug. 24. JOHANN ANTON, North German sch., 153, Mullenhoff, from Whampoa—W.M. POST & CO.

Aug. 24. MATA, North German sch., 274, Haslepool, from Whampoa—CHINSEA.

Aug. 24. SAM. Siam bark, 225, Olser, from Whampoa—CHINSEA.

Aug. 24. FERD. North German bark, 256, Griff, Saigon, August 12th, 10,500 piculs Rice—BOULAG, Hounsham & Co.

Aug. 24. MILLE TONNE, French ship, 735, J. Manard, Saigon 15th August, Fish, Cotton, 16,000 piculs Rice and General CAPITALE.

Aug. 24. SANTA SANCHI, Port. br. 811, Farouche, Saigon 14th August, and Cape St. James 15th, 8,000 piculs Rice—OBER.

Aug. 24. YAT-TUO, Brit. s.s. 323, Milson, Swatow 23rd August, General—KUOK ACHONG.

## Departures.

Aug. 24. YANTZE, for Foochow.

Aug. 24. MELLAUS, s.s. for Shanghai.

Aug. 24. ANNA MAIA, for Saigon.

Aug. 24. VERA, for Whampoa.

Aug. 24. NEUTER, for Saigon.

Aug. 24. SIAN, s.s. for Shanghai.

Aug. 24. VINTA, s.s. for Saigon, &c.

Aug. 24. UATHILDE, for Palmoth.

## Clearances.

At the HARBOUR MASTER'S OFFICE,  
24th August.

Twelving, for Anyo.

MARY HAMILTON, for Melbourne.

Yesso, str. for East Coast.

Catherina, for Rookow.

Matilde, for Palmoth.

Ocean, for Saigon.

Sedan, str. for Shanghai.

Venus, str. for Saigon, &c.

## Passengers.

Per MILLE TONNE, from Saigon—  
14 Chinese.

Per YAT-TUO, str. from Swatow—  
Mr. Bruce and 20 Chinese.

## Reports.

The North German bark *Fetisch*, from Saigon on the 12th August, reports fine steady monsoon all the passage.

The French ship *Santa Sanchi*, from Saigon on the 14th August, and Cape St. James on the 15th, reports light monsoon and fine weather the whole of passage, east no vessels.

The British steamer *Yat-tuo*, from Swatow on 23rd August, reports saw the British str. *Norna*, the barque *Thetis*, and the British Empire, off the Cape of Good Hope, going into Swatow on the 23rd August; good weather all the passage.

## Auction Sale To-day.

LANE, CRAWFORD & CO.  
Sundry Articles.

## THE HABEAS CORPUS CASES.

### NOW READY.

(Uniform with the Two Previous Judgments.)  
THE full text of the TRIAL of KWOK-A-SING v. THE HON. J. PAUNCEFOTE.—Price 25 cents.

### Also.

A few copies of CHIEF JUSTICE SMALE'S JUDGMENTS in re KWOK-A-SING ON HABEAS CORPUS.—Price 25 cents.  
Apply at the Daily Press Office.

OLLENDORFF'S SPANISH GRAMMAR.

THE Undersigned is desirous to purchase a few Copies of the above.—J. CROSBY,  
No. 8, Fettering Street,  
1st 143, Hongkong, 24th August, 1871.

WANTED by an experienced, elderly person, a situation as Housekeeper, Companion to a Lady, or an Attendant on a Lady, with good references. Address A. B. C. Dady, Press office, 1328, Hongkong, 3rd August, 1871.

A HANDSOME PHAETON with hood, suitable for Single Horse or a Pair. Very fine Manila CIGARS, per box or per case. LANE, CRAWFORD & CO., if 1414, Hongkong, 21st August, 1871.

NY communications with our late Branch of Hongkong, or M. V. LA VOISIER, to be directed care of J. WILLIAMS, Esq., Hongkong.

### DEROUE, DUROIS & CO.

GENERAL AGENTS, UNION INSURANCE OFFICE, HONGKONG, 16th August, 1871.

### E. R. HANDLEY,

HOUSE AND SHIP PLUMBER,  
COPPER SMITH,  
BRASS FOUNDER AND GAS FITTER,  
(LATE PATERSON & HANDLEY),  
70 F. Pray West.

Next to the P. & O. Coal Stores,  
HONGKONG. (Sept. 15)

### FOR SALE.

BENDY, Fine Bois.  
CHARET, Breakfast.  
Dinner.  
Sparkling HOOK.  
Still HOSE.

### F. PEIL

to 310, Hongkong, 16th February, 1871.

I am specially noticed that his interest, and  
commissions of Messrs. LO WING CHOW  
and LO YU TOW, with the undesignated firm,  
ceased from the 1st of May, 1871, and that the  
undesignated will not hold himself RESPONSIBLE  
for any debts, whatever contracted by  
the said LO WING CHOW and LO YU TOW  
of the TEE SENG HOE.

### LO KEE SENG.

On 1899, Singapore, 1st August, 1871.

HAWKINS' HORSE REPOSITORY,  
Kear of Murray Barracks, Hongkong.  
HORSES required for SERVICE.

HORSES, PONIES, HARNESSES and CAR-  
RIGGES, for Sale. Also:

Best quality of HAY, OATS, GRAM-  
BARLEY, and Indian CORN, for Sale.

HORSES and CARRIAGES for Hire.

PONIES do do do.

HOUSE SHOEING on the most improved  
principles, under his own superintendence.

J. E. HAWKINS.

Late Mayor, Bengal Horse Guards, D.  
N.B.—All Diseases of the Horses attended to,  
558, Hongkong, 11th August, 1871.

### L. FRICKEL & CO.

SHIPHANDLERS, SALIMAKERS,  
GENERAL STOREKEEPERS,  
AND  
COMMISSION AGENTS,  
1412, Queen's Road, Hongkong.

A MILLAR & CO.,  
HOUSE, SHIP AND STEAMBOAT  
PLUMBERS AND BRASSFOUNDERS.

COPPERSMITHS AND BRASSFOUNDERS,  
No. 1, Queen's Road East and Middle Lane,  
Opposite H.M. Naval Dock Yard,  
if 334, Hongkong, 1st March, 1871.

## Banks.

HONGKONG & SHANGHAI BANKING  
CORPORATION,  
SUBSCRIBED CAPITAL \$5,000,000 Dollars.

Court of Directors.

Chairman Hon. Dr. ROBERT

Deputy Chairman Mr. T. TURNER, Esq.

R. Balmer, Esq., Mr. Wm. Leman, Esq.

Dr. J. H. Tichell, Esq., Judith Marks, Esq.

A. Jones, Esq., Mr. D. Dawson, Esq.

Mr. G. W. Walker, Esq.

Hongkong—James Greig, Esq.,

Chief Manager.

David McLeod, Esq.,

London Factors—London & Co.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Accounts at the rate of

per cent, paid quarterly on the daily balance.

For Fixed Deposits.

For 3 months' 2 per cent, per annum.

12 " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and

every description of Banking and Exchange business transacted.

Drugs granted on London, and the chief Commercial places of Europe, India, Australia, America, China and Japan.

JAMES GREIG, Only Manager of

Office of the Corporation.

No. 1, Queen's Road East,  
Hongkong, 25th July, 1871.

HONGKONG AND SHANGHAI BANKING  
CORPORATION.

NOTICE TO SHAREHOLDERS.

At the HARBOUR MASTER'S OFFICE,

24th August.

Notice to All.

Mary Hamilton, for Melbourne.

Yesso, str. for East Coast.

Catherina, for Rookow.

Matilde, for Palmoth.

Ocean, for Saigon.

Sedan, str. for Shanghai.

Venus, str. for Saigon, &c.

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Aug.

## Intimations.

PROSPECTUS.

HONGKONG PIER AND GODOWN COMPANY, LIMITED.

CAPITAL 300,000 DOLLARS.  
IN 3,000 SHARES OF \$100 EACH.

Directors.—  
WILLIAM LEMAN, Esq., (Messrs. Gilman & Co.), Chairman.  
HENRY LOWFOOK, Esq., (Messrs. Gibb, Livingston & Co.).  
S. D. SASSOON, Esq., (Messrs. D. Sassoon, Son & Co.).  
A. MOYER, Esq., Superintendent, of the Peninsular and Oriental Steam Navigation Company.  
CAMILLE BEZANT, Esq., Principal Agent of the M.C.O. Marlines.  
A. H. G. HADDOCK, Esq., (Messrs. Douglas Larkins & Co.).

GUSTAV VON OBERBROEK, Esq.

Bankers.—  
THE HONGKONG AND SHANGHAI BANKING CORPORATION.Solicitors.—  
MESSRS. CALDWELL AND BREBENTON.Temporary Office.—  
No. 7, PEDDER'S HILL.

This Company has been formed for the purpose of supplying to the very large and steadily increasing number of ships which frequent this port the best means of securing prompt discharge in the discharge and loading of Coal, and to afford to the shipping trade every convenience and safety which attend the present cargo-hoist system.

A Landing Pier, alongside of which vessels may safely lie for the above purposes, has long been felt as urgently required. The changed conditions of the carrying trade, consequent on the opening of the Suez Canal, and the extraordinary increase in the number of steamers which daily frequent this port, have made this recognition a necessity. The keen competition created by this traffic, and the nature of the traffic itself, which it cannot be doubted will be further and vastly developed, impose the utmost rapidity of dispatch on the movements of steamers, and must cause them to gladly avail of the economic accommodation it is proposed to provide.

It is proposed to construct a suitable Pier, partly land, 1,000 feet long and 50 feet wide, with a head of adequate length to enable six steamers of large size, besides several smaller vessels, to simultaneously use it. It is to be built out from the Praya at Spring Gardens, from commodious premises having a water frontage of 210 feet, and a depth of 267 feet. Upon this oblong piece of ground (Lots Nos. 29, 29a, 30, and 30a), a substantial pier building, all wood, adapted for the carrying on of the business of the Company. In addition to the above, it is proposed to erect on this site six large granite godowns, of an aggregate storage capacity of 15,000 tons, affording with the storage capacity on the premises, a total of about 23,000 tons. Iron tramways are to be laid along the Pier and across the road, and passing into the Company's plant, so that their Praya entrance may receive the port of entry between the two godowns. Three godowns being built on either side, the ground between them, measuring about 70 feet in width, will be utilized for storage, by being protected from weather by a corrugated iron roof. The tramways will be provided with iron turntables at certain points, for the more convenient shunting of the trucks plied between ship and godown.

The above large storage capacity will enable the Company to warehouse goods for those who may wish to avail of the accommodation. The Pier rates will not be above the current ones in this Colony.

The advantages effected by the immediate proximity of safe and excellent storage for cargo to the Pier, at which it is landed or shipped, are too obvious to call for remark, but it may be observed that the introduction of a portant of the carrying trade of plumes, which cargo is subjected in the present system, and which it has hitherto been found almost impossible to suppress.

The economy of time and money to ships, shippers, and consignees will be further apparent when it is stated that the occurrence of heavy rains will not interfere to retard business.

A large steamer, with daily expenses amounting \$200, usually delayed from three to eight or nine days in unloading, and a corresponding or even greater delay is occasioned in loading, whilst by means of a Pier, the entire discharge may be effected in a single day, or at most 36 hours. These representations, based on the working of like undertakings at Singapore and Shanghai, fairly show the advantages of facilities for the saving of the labour, time, inconveniences, and expense of the cargo-handling.

The above-mentioned promise at Spring Garden, on which extends the Praya to the Queen's Road, to which it is intended their other entrance shall open—with the dwelling houses, offices, godowns, and all buildings, &c., upon them, have been purchased upon reasonable and advantageous terms, for the sum of \$75,000, and by securing them, the Company has obtained possession of a most eligible property for the establishment of their undertaking.

The depth of water at low tide at the Head of Jarrow is 25 to 26 feet, and, on either sides of the Pier 22 to 24 feet, ample sufficient for steamers engaged in the China trade, and for all that might run via the Suez Canal.

The original intention of building the Pier of Jarrow timber may probably have to be abandoned by the end of next year, to the great length of time required to procure a sufficient quantity of well-seasoned wood—of that description from Western Australia, whilst an iron screw pile Pier would be too expensive, and, also, take too long time to complete. The Directors, therefore, contemplate, under professional advice, to have the Pier built entirely of Biliam wood, so as to equal in every respect to Jarrow, and, in the same manner, in the same quantity of Manilla hard wood, which, by a simple and not expensive process of subjecting them to the influence of croseal at high temperature, can be effectively protected against the ravages of these sea worms as well as against rot; the expense of the Pier, as well as the time of its construction, will thereby be materially reduced, which latter it is estimated will not exceed one month.

The cost of constructing a Pier, based upon the calculations by Messrs. WILSON & SAWYER, will be about \$100,000, or \$30,000 less than a Pier of Jarrow timber; the trams, tracks, chocks, turntables, etc., will cause a further expenditure of about \$25,000. These amounts, with the purchase of the premises, erection of additional godowns, large corrugated iron roof over the central platform, iron screw piles, manilla hard wood, &c., etc., will add about \$275,000 of the Company's Capital, leaving a balance of \$30,000 to meet unforeseen outlays, preliminary and other expenses, and as a reserve in establishing the Company.

It is proposed that the Capital shall be raised by a call of \$25 on allotment of shares, and the remaining \$75 per share, as three instalments of \$25 each, payable as follows: the second call on 1st November next, the third call on 1st March next, and the fourth call on 1st March next.

The Directors have the satisfaction to announce that their application to the Government, requesting that the necessary powers for carrying out the objects of the Company may be conferred upon them by a Public Ordinance, has been favorably received, and that the Ordinance is already in course of preparation.

The Company has sent a copy of the principal articles of agreement. The majority of the agents of steamers to whom steamers are regularly consigned here, have expressed their readiness to support the Company, and will be glad to easily avail of the manifold advantages it offers them. Fifteen per cent. of the annual tonnage of foreign sailing vessels may safely be counted on as contributory to the Company's business, of the steam tonnage ful-

lly engaged on.

The sources and profit of the Company's business have been calculated on the Harbour Master's Returns for the years 1869 and 1870. These Returns being made out annually,

## Intimations.

steam entries and clearances for the past seven months are not to be obtained with precision; but the opinion entertained at the Harbour Master's Office by those whose special duty consists in recording the movements of steamers, is that the average tonnage for the year 1870, of the corresponding period of 1870, and that this result is almost entirely attributable to the effects of the Suez Canal.

Taking the above estimates as to the probable amount of business likely to accrue to the Company, and the Tariff rates at present in force at Shanghai and Singapore as a guide, it may be assumed that the net earnings of the Company will not be less than 25 per cent. per annum.

It is impossible to foretell to what extent, at what rate, the increase in steam tonnage will continue; but its growth will be rapidly progressive cannot be questioned. In that increase the need for quick dispatch is rendered of yet more imperative necessity, and must ensure to the proposed Company a corresponding and certain increase of vastly remunerative business.

—The Company having been registered under the Company's Ordinances, 1865, and a large number of shares privately subscribed for, the Directors are prepared to receive applications for remaining shares not yet disposed of until the 31st day of August next.

FORM OF APPLICATION FOR SHARES.

Hongkong, 1871.  
To the Directors of the  
HONGKONG PIER AND GODOWN COMPANY,  
LIMITED.

GENTLEMEN,—We hereby request that you allot to us \_\_\_\_\_ Shares in the above Company, and \_\_\_\_\_ agree to accept such number or any less number you may direct, and all our expenses, and to pay the sum of \_\_\_\_\_ Call of Dollars Twenty-five per Share, ten days after allotment, and all subsequent Calls, and to subscribe this Articles of Association, whenever required to do so.

Yours obedient Servant,

Blank form of Application for Shares may be had at the Temporary office of the Company, No. 7, Pedder's Hill.

NOW READY.

BOUND VOLUMES OF THE TRADE REPORT FOR the year 1870. Price \$10.  
Apply to the Daily Press Office,  
Hongkong, 1st February, 1871.

MARRIAGE.

On Thursday, August 24th, 1871, at Union Church, Hongkong, by the Rev. Dr. Legge, Otto FRIEDRICH, to Mira H. E. EWING, eldest daughter of Wm. M. KING, of New York City. No Cards.

To the Editor of the Daily Press:

Enclosed is a copy of your paper received on Thursday morning at 1000, and the messenger left the office at 1030.

The Daily Press, Aug. 25th, 1871.

It is impossible not to feel that the Home Government have acted unfairly towards the public in withholding from them for so long a time the information connected with affairs in China, given in the Blue Book which arrived by the last mail, and from which we have extracted some of the more important documents. Of course, the Government is at perfect liberty to keep back diplomatic correspondence as long as it is necessary for State purposes to do so; and therefore, in respect to the more confidential communications made by Sir Rutherford Alcock, we have no absolute right to complain that they were not made public, although so far as can be seen, very little harm could have resulted from that course. These despatches reveal no state secrets. They are indeed all of them of much the same character as those which we have already published, that is to say, merely arguments and disquisitions based upon facts of a very general nature. If at a time when the Home public and the merchants in China were most anxious to ascertain to some extent what the views of the Minister were, these documents had been published, it must be confessed it is really difficult to see what harm could have resulted. But still, as the Government have the full right to judge of his back diplomatic correspondence as long as it is necessary for State purposes to do so; and therefore, in respect to the more confidential communications made by Sir Rutherford Alcock, we have no absolute right to complain that they were not made public, although so far as can be seen, very little harm could have resulted from that course.

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